

From: Ray [mailto:raym@odonnellgroup.com]
Sent: Monday, July 14, 2008 9:21 PM
To: CMCouncil
Subject: July 15th City Council Meeting- Re: GPS-08-02

Distinguished Council Members,

Per the above referenced GPS, we have attached a supplemental traffic analysis for your convenience. We apologize about the late distribution, but we thought this analysis would help add some additional insight to supplement the staff report we received on Thursday the 10th. Thank you in advance for your time and attention to our project.

Best regards,

The O'Donnell Group, Inc.

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Traffic Generation Comparison
(Office and Health Club)

General Plan Land Use Designation	Potential Build out	AM Peak Hr Trips	PM Peak Hr Trips	Total Avg Daily Trips
Office (0.30 FAR)	<u>General Plan Allowance</u> FAR for Moderate Generator	112 Trips	137 Trips	808 Trips
Health Club (0.26 FAR)	<u>General Plan Request</u> Proposed Site Specific .26 FAR per ITE	55 Trips	182 Trips	1482 Trips
Net Change vs. Approved Office FAR		- 57 Trips	45 Trips	674 Trips
% Change		- 50.8%	32.8%	83.4%

- Per the above ITE generation numbers; a health club with a .26 FAR generates significantly less traffic than the allowable .30 FAR office project during AM peak hours and moderately more during the PM peak period.

- The below chart compares the allowable office trips with the Proposed Project Specific generation of 5 similar standalone LA Fitness Sports Clubs.

General Plan Land Use Designation	Potential Build out	AM Peak Hr Trips	PM Peak Hr Trips	Total Avg Daily Trips
Office (0.30 FAR)	<u>General Plan Allowance</u> FAR for Moderate Generator	112 Trips	137 Trips	808 Trips
Health Club (0.26 FAR)	<u>General Plan Request</u> Proposed Site Specific FAR	70 Trips	118 Trips	1482 Trips
Net Change vs. Approved Office FAR		- 42 Trips	-19 Trips	674 Trips
% Change		- 37.5%	- 13.9%	83.4%

- The proposed project generation is significantly lower during both morning and evening peak periods.

- This is important because the peak periods are when trip budgets are encumbered most.

- Sport clubs, unlike that of a typical business, experience a large amount of their traffic during early morning, mid-day and later evening (off-peak) hours.

- Higher total daily sports club trips can be attributed to the longer than normal operating hours (4am-12am).

Traffic Generation Comparison (Health Club)

General Plan Land Use Designation	Potential Build out	AM Peak Hr Trips	PM Peak Hr Trips	Total Avg Daily Trips
Health Club (0.20 FAR)	<u>General Plan Allowance</u> FAR for High Traffic Generator	42 Trips	141 Trips	1144 Trips
Health Club (0.26 FAR)	<u>General Plan Request</u> Proposed Per ITE	55 Trips	182 Trips	1482 Trips
Net Change vs. Allowable Health Club FAR		13 Trips	41 Trips	338 Trips
% Change		30.9%	29.1%	29.5%

- Per ITE, the .26 FAR health club charts show moderately higher counts than the .20 FAR general plan allowance.

- The below chart compares the allowable high traffic generation health club budgets with the Proposed Project Specific generation of 5 similar standalone LA Fitness Sports Clubs.

General Plan Land Use Designation	Potential Build out	AM Peak Hr Trips	PM Peak Hr Trips	Total Avg Daily Trips
Health Club (0.20 FAR)	<u>General Plan Allowance</u> FAR for High Traffic Generator	42 Trips	141 Trips	1144 Trips
Health Club (0.26 FAR)	<u>General Plan Request</u> Proposed Site Specific FAR	70 Trips	118 Trips	1482 Trips
Net Change vs. Proposed Health Club FAR		28 Trips	- 23 Trips	338 Trips
% Change		67%	- 16.3%	29.5%

- The PM trip generation counts of the proposed health club are well below the allowable rates per the .20 FAR health club allowance.

- Although AM peak trips are moderately higher, they're still well below the rates of other alternative project uses.

Traffic Generation Comparison
(Industrial and Health Club)

General Plan Land Use Designation	Potential Build out	AM Peak Hr Trips	PM Peak Hr Trips	Total Avg Daily Trips
Industrial Park (0.40 FAR)	General Plan Allowance FAR for Low Generator	63 Trips	65 Trips	522 Trips
Health Club (0.26 FAR)	General Plan Request Proposed Site Specific .26 FAR per ITE	55 Trips	182 Trips	1482 Trips
Net Change vs. Allowed Industrial FAR		- 8 Trips	117 Trips	960 Trips
% Change		- 12.7%	180%	184%

- The .26 FAR based on ITE, has moderately lower trip generation during AM peak hours compared to an industrial park at the allowed FAR.
- Although an industrial use will have lower overall trip counts, the generation will be concentrated into fewer hours and will produce a moderate to high amount of large trucks.
- The below chart compares the allowable industrial park trips with the Proposed Project Specific generation of 5 similar standalone LA Fitness Sports Clubs.

General Plan Land Use Designation	Potential Build out	AM Peak Hr Trips	PM Peak Hr Trips	Total Avg Daily Trips
Industrial Park (0.40 FAR)	General Plan Allowance FAR for Low Generator	63 Trips	65 Trips	522 Trips
Health Club (0.26 FAR)	General Plan Request Proposed Site Specific FAR	70 Trips	118 Trips	1482 Trips
Net Change vs. Allowed Industrial FAR		7 Trips	53 Trips	960 Trips
% Change		11%	82%	184%

- The Proposed Site Specific Health Club will have a much smaller effect in comparison to the ITE generation during PM peak hours.
- The AM peak hour rates have a similar intensity to that of an industrial park use.
- The PM trips are high on a percentage basis, but low in terms of total trips and are mitigated to some extent by an industrial park's multi-axel truck generation.

* Information based on traffic analysis performed by Kunzman Associates dated July 8, 2008